

<p style="text-align: right;">T00008NY</p> <p style="text-align: right;">Revision No. 10</p> <p style="text-align: right;">Airbus Canada Limited Partnership</p> <p style="text-align: right;">BD-500-1A10</p> <p style="text-align: right;">BD-500-1A11</p> <p style="text-align: right;">June 14, 2021</p>
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TYPE CERTIFICATE DATA SHEET NO. T00008NY

This data sheet, which is part of Type Certificate No. T00008NY, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Airbus Canada Limited Partnership
13100 Henri-Fabre Blvd.
Mirabel, Quebec, Canada
J7N 3C6

Type Certificate Holder Record: C Series Aircraft Limited Partnership (CSALP)
13100 Henri-Fabre Blvd.
Montreal, Quebec, Canada
J7N 3C6

Bombardier, Inc.
800 Boul. Rene-Levesque Ouest
Montreal, Quebec, Canada
H3B 1Y8

I - Model BD-500-1A10 (Transport Category), Approved June 15, 2016, by the FAA and December 17, 2015, by Transport Canada Civil Aviation type certificate number A-236.

Engines	Two Pratt & Whitney PW1519G (Engine Type Certificate No. E00090EN)
	Two Pratt & Whitney PW1521GA (Engine Type Certificate No. E00090EN)
	Two Pratt & Whitney PW1524G (Engine Type Certificate No. E00090EN)

Fuel

Specification				
Canada	USA	UK	Australia	Other
CAN/CGSB-3.23	ASTM D1655 – JET A	Defence Standard 91-91	1QTA K/1/80	GOST 10227 – TS-1 ^[1] , RT ^[1]
	ASTM D1655 – JET A1	--		GB6537-2006 JET No. 3
--	MIL-DTL-83133-JP-8	--	--	--

For additional approved fuel grades, fuel additives, fuel temperature limitations and fuel quantity gauging inaccuracy, see applicable AFM as listed in SERVICE INFORMATION – Approved Publications – of this TCDS.

[illegible]

Oil

Approved engine oils*:

BP Turbine Oil 2380, Royco/Aeroshell Turbine Oil 500, Royco 500, Mobil Jet Oil II, BP Turbo Oil 2197, Royco/Aeroshell Turbine Oil 560, Mobil Jet Oil 254

*Or additional approved oils as listed in the applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

Maximum Engine Oil Volume: 24.4 liters = 25.8 qts

Minimum Engine Oil Volume: 8.23 liters = 8.7 qts

Maximum APU Oil Volume: 7.32 liters = 7.74 qts

Minimum APU Oil Volume: 2.59 liters = 2.74 qts

Engine
Operating Limits

Operating Conditions		Operating limits			
Thrust Setting	Time Limit	Max EGT	Oil Pressure min/max	Oil temp ^[4]	N1/N2
	(minutes)	°C (°F)	PSIG ^[2]	°C (°F)	
Max Takeoff	5 ^[1]	1054°C (1929°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Max Continuous ^[5]	Continuous	1006°C ^[5] (1842°F) 1016°C ^[6] (1861°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Reverse Thrust	As Required	1054°C (1929°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Ground idle (SLS)	Continuous	-	50.3 /175.3	-40°C to 163°C (-40°F to 325°F)	100%
Flight Idle	Continuous	-	50.3 /175.3	-40°C to 163°C (-40°F to 325°F)	100%
Starting	-	1054°C (1929°F)	-	-40°C to 163°C (-40°F to 325°F)	100%

[1] Time limit may be extended to 10 minutes for One Engine Inoperative (OEI) contingency.

[2] Minimum oil pressure is a function of N2 where the minimum oil pressure ranges from 50.3 psig to 97.0 psig.

[3] Minimum oil temperature for takeoff is 49°C (120°F).

[4] Maximum oil temperature of 174°C (345°F) for up to 20 minutes. Total operation between 163°C (325°F) up to 174°C (345°F) must not exceed 20 minutes.

[5] Pre-Service Bulletin (SB BD500-732003)

[6] Post-Service Bulletin (SB BD500-732003) or Mod 500T102160

C.G. Limits

See the applicable AFM as listed in SERVICE INFORMATION – Approved Publications - of this TCDS.

Outside Air Temperature Limits Maximum ambient temperature approved for takeoff and landing is 52.5°C (126.5°F).
 Minimum ambient temperature approved for takeoff is -54°C (-65°F).
 Minimum ambient temperature approved for landing is -30°C (-22°F).

Maximum Weight		<u>Kg</u>	<u>lb</u>
	Maximum Ramp Weight (MRW)	61,235	135,000
	Maximum Takeoff Weight (MTOW)	60,781	134,000
	Maximum Landing Weight (MLW)	52,390	115,500
	Maximum Zero Fuel Weight (MZFW)	50,349	111,000

For additional approved weights, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Cargo

	Max. Loading	
	kg	lb
Fwd Cargo Compartment	1697	3742
Aft Cargo Compartment	2063	4548

Airspeed Limits (IAS)		<u>knots</u>	<u>Mach</u>
	V _{MO} and M _{MO}	-	-
	Sea Level to 2,438 m. (8,000 ft.)	300	-
	3,048 m. (10,000 ft.) to 8,382 m. (27,500 ft.)	330	-
	Above 8,382 m. (27,500 ft.)	-	0.82

For additional approved speeds, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

APU Honeywell 131-9(C)
 For operating limits, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Reference Datum FS 0.0 is located 640 cm. (252.0 in.) forward of the aircraft nose.

Leveling Means Aircraft is leveled in the longitudinal and lateral axis by means of a plumb bob and target plate in the rear fuselage/aft equipment bay at FS 1390.83.

Minimum Flight Crew 2 (Pilot and Co-Pilot)

Maximum Occupants 133 (including 1 Pilot, 1 Co-pilot, 1 Observer, a minimum of 3 Cabin Crew* and a maximum of 127 Passengers*). See Note 3.

* Maximum 130 cabin occupants when fitted with an approved interior.

Flight Load Factor	Flaps up:	-1.0 g to 2.5 g
	Flaps down:	0.0 g to 2.0 g

Fuel Capacity See the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Maximum Operating Altitude	Take-off and Landing: 2,438 m. (8,000 ft.) Enroute: 12,497 m. (41,000 ft.)
Serial Numbers Eligible	50001 to 54999, inclusive.
SERVICE INFORMATION	Service Bulletins, structural repair manuals, vendor manuals, overhaul and maintenance manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. (These approvals pertain to the design data only).
Approved Publications	<ul style="list-style-type: none"> a) Airplane Flight Manual (AFM), BD500-3AB48-22200-00, Issue 009 or later approved revisions. b) Maintenance Review Board Report (MRBR), BD500-3AB48-11400-01, Issue 001 or later approved revisions. c) Aircraft Structural Repair Publication (ASRP), BD500-3AB48-10600-00 Issue 001 or later approved revisions. d) Airworthiness Limitations (AWL), BD500-3AB48-11400-02, Issue 002 or later approved revisions. e) ETOPS Configuration, Maintenance and Procedures (CMP), BD500-3AB48-11200-00, Issue 004 or later approved revisions.
Required Equipment	<ul style="list-style-type: none"> a) The basic required equipment is prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft. b) Airplane Flight Manual as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.
Type Certification Configuration	<p>Type design definition approved by this TCDS for the BD-500-1A10 is defined in RAZ-BA500-027 at Rev. H or later approved revisions.</p> <p>The approved type design appropriate to the “as delivered” configuration of a particular BD-500-1A10 aircraft is defined in RAZ-BA500-027 Rev. H or later approved revisions, and RAL-BA500-XXXXX (production sequence number, where XXXXX denotes the aircraft serial number).</p>
Import Requirements	A U.S. Airworthiness Certificate may be issued on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by the Minister of Transport. This form must contain the following statement (in the english language): "This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Certificate No. A-236 and includes the minimum type design defined in document RAZ-BA500-027 Issue H or subsequent approved revisions as being required to comply with the basis for the U.S. Type Certificate No. T00008NY, and is in a condition for safe operation”.
Production Basis	The BD-500-1A10, Serial Number 50011 and subsequent, are produced in Canada under C Series Aircraft Limited Partnership (CSALP), Manufacturing Certificate No. 24-16. See Note No. 5 and Note No. 8.

II - Model BD-500-1A11 (Transport Category), Approved December 13, 2016, by the FAA and July 8, 2016, by Transport Canada Civil Aviation type certificate number A-236.

Engines Two Pratt & Whitney PW1524G-3 (Engine Type Certificate No. E00090EN)
Two Pratt & Whitney PW1521G-3 (Engine Type Certificate No. E00090EN)

Fuel

Specification				
Canada	USA	UK	Australia	Other
CAN/CGSB-3.23 ^[2]	ASTM D1655 – JET A ^[2]	Defence Standard 91-91 ^[2]	1QTA K/1/80	GOST 10227 – TS-1 ^[1] , RT ^[1]
	ASTM D1655 – JET A1 ^[2]	--		GB6537-2006 JET No. 3
--	MIL-DTL-83133-JP-8	--	--	--

For additional approved fuel grades, fuel additives, fuel temperature limitations and fuel quantity gauging inaccuracy, see applicable AFM as listed in SERVICE INFORMATION – Approved Publications – of this TCDS.

Oil

Approved engine oils*:

BP Turbine Oil 2380, Royco/Aeroshell Turbine Oil 500, Royco 500, Mobil Jet Oil II, BP Turbo Oil 2197, Royco/Aeroshell Turbine Oil 560, Mobil Jet Oil 254

*Or additional approved oils as listed in the applicable Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00.

Maximum Engine Oil Volume: 24.4 liters = 25.8 qts

Minimum Engine Oil Volume: 8.23 liters = 8.7 qts

Maximum APU Oil Volume: 7.32 liters = 7.74 qts

Minimum APU Oil Volume: 2.59 liters = 2.74 qts

Engine
Operating Limits

Operating Conditions		Operating limits			
Thrust Setting	Time Limit	Max EGT	Oil Pressure min/max	Oil temp ^[4]	N1/N2
	(minutes)	°C (°F)	PSIG ^[2]	°C (°F)	
Max Takeoff	5 ^[1]	1054°C (1929°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Max Continuous	Continuous	1006°C ^[5] (1842°F) 1016°C ^[6] (1861°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Reverse Thrust	As Required	1054°C (1929°F)	50.3 /175.3	49°C to 163°C ^[3] (120°F to 325°F)	100%
Ground idle (SLS)	Continuous	-	50.3 /175.3	-40°C to 163°C (-40°F to 325°F)	100%
Flight Idle	Continuous	-	50.3 /175.3	-40°C to 163°C (-40°F to 325°F)	100%
Starting	-	1054°C (1929°F)	-	-40°C to 163°C (-40°F to 325°F)	100%

[1] Time limit may be extended to 10 minutes for One Engine Inoperative (OEI) contingency.

[2] Minimum oil pressure is a function of N2 where the minimum oil pressure ranges from 50.3 psig to 97.0 psig.

[3] Minimum oil temperature for takeoff is 49°C (120°F).

[4] Maximum oil temperature of 174°C (345°F) for up to 20 minutes. Total operation between 163°C (325°F) up to 174°C (345°F) must not exceed 20 minutes.

[5] Pre-Service Bulletin (SB BD500-732003)

[6] Post-Service Bulletin (SB BD500-732003) or Mod 500T102160

C.G. Limits

See the applicable AFM as listed in SERVICE INFORMATION – Approved Publications - of this TCDS.

Outside Air
Temperature Limits

Maximum ambient temperature approved for takeoff and landing is 52.5°C (126.5°F).

Minimum ambient temperature approved for takeoff is -54°C (-65°F).

Minimum ambient temperature approved for landing is -54°C (-65°F).

Maximum Weight

	<u>kg</u>	<u>lb</u>
Maximum Ramp Weight (MRW)	71214	157,000
Maximum Takeoff Weight (MTOW)	70896	156,300
Maximum Landing Weight (MLW)	58740	129,500
Maximum Zero Fuel Weight (MZFW)	55,792	123,000

For additional approved weights, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Cargo

	Max. Loading	
	kg	lb
Fwd Cargo Compartment	2446	5393
Aft Cargo Compartment	2606	5746

Airspeed Limits
(IAS)V_{MO} and M_{MO}knotsMach

Sea Level to 2,438 m. (8,000 ft.)
 3,048 m. (10,000 ft.) to 8,382 m. (27,500 ft.)
 Above 8,382 m. (27,500 ft.)

-
 300
 330
 -

-
 -
 -
 0.82

For additional approved speeds, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

APU

Honeywell 131-9(C)

For operating limits, see the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Reference Datum

FS 0.0 is located 427 cm. (168.0 in.) forward of the aircraft nose.

Leveling Means

Aircraft is leveled in the longitudinal and lateral axis by means of a plumb bob and target plate in the rear fuselage/aft equipment bay at FS 1453.83.

Minimum Flight
Crew

2 (Pilot and Co-Pilot)

Maximum
Occupants

153 (including 1 Pilot, 1 Co-pilot, 1 Observer, a minimum of 3 Cabin Crew* and a maximum of 145 Passengers*). See Note 3.

* Maximum 150 cabin occupants when fitted with an approved interior.

Flight Load
Factor

Flaps up: -1.0 g to 2.5 g
 Flaps down: 0.0 g to 2.0 g

Fuel Capacity

See the applicable AFM as listed in the SERVICE INFORMATION – Approved Publications – of this TCDS.

Maximum
Operating Altitude

Take-off and Landing: 2,438 m. (8,000 ft.)
 Enroute: 12,497 m. (41,000 ft.)

Serial Numbers
Eligible

55001 to 59999, inclusive.

SERVICE
INFORMATION

Service Bulletins, structural repair manuals, vendor manuals, overhaul and maintenance manuals, and aircraft flight manuals which contain a statement that the document is Transport Canada approved or Transport Canada approved through the Manufacturers Design Approval Representative are accepted by the FAA and are considered FAA approved. (These approvals pertain to the design data only).

Approved Publications	<p>a) Airplane Flight Manual (AFM), BD500-3AB48-32200-00, Issue 009 or later approved revisions.</p> <p>b) Maintenance Review Board Report (MRBR), BD500-3AB48-11400-01, Issue 001 or later approved revisions.</p> <p>c) Aircraft Structural Repair Publication (ASRP), BD500-3AB48-10600-00 Issue 001 or later approved revisions.</p> <p>d) Airworthiness Limitations (AWL), BD500-3AB48-11400-02, Issue 003 or later approved revisions.</p> <p>e) ETOPS Configuration, Maintenance and Procedures (CMP), BD500-3AB48-11200-00, Issue 004 or later approved revisions.</p>
Required Equipment	<p>a) The basic required equipment is prescribed in the applicable airworthiness requirements (See Certification Basis) must be installed in the aircraft.</p> <p>b) Airplane Flight Manual as listed in SERVICE INFORMATION – Approved Publications – of this TCDS.</p>
Type Certification Configuration	<p>Type design definition approved by this TCDS for the BD-500-1A11 is defined in RAZ-BA503-027 at Rev. D or later approved revisions.</p> <p>The approved type design appropriate to the “as delivered” configuration of a particular BD-500-1A11 aircraft is defined in RAZ-BA503-027 Rev. D or later approved revisions, and RAL-BA503-XXXXX (production sequence number, where XXXXX denotes the aircraft serial number).</p>
Import Requirements	<p>A U.S. Airworthiness Certificate may be issued on the basis of the Canadian Department of Transport "Certificate of Airworthiness for Export" signed by the Minister of Transport. This form must contain the following statement (in the english language): "This certifies that the aircraft described below has been manufactured in conformity with data forming the basis for the Transport Canada Type Certificate No. A-236 and includes the minimum type design defined in document RAZ-BA503-027 at Rev. D or subsequent approved revisions as being required to comply with the basis for the U.S. Type Certificate No. T00008NY, and is in a condition for safe operation”.</p>
Production Basis	<p>The BD-500-1A11, Serial Number 55003 and subsequent, are produced in Canada under C Series Aircraft Limited Partnership (CSALP), Manufacturing Certificate No. 24-16. See Note No. 5 and Note No. 8.</p>

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED

Certification Basis	<p>1. Airworthiness Standards:</p> <p>Federal Aviation Administration (FAA), Title 14, Code of Federal Regulations (14 CFR) Part 25, effective February 1, 1965, including Amendments 25-1 through 25-134.</p> <p>2. Special Conditions are as follow:</p>
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Special Condition No.	Title
25-477-SC	Limit Pilot Forces for Sidestick Controllers

Certification Basis
(Cont'd)

Special Condition No.	Title
25-499-SC	Interactions of Systems and Structures
25-500-SC	Design Roll Maneuver Condition
25-512-SC	Seats With Non-Traditional, Large, Non-Metallic Panels
25-513-SC	Side Stick Controllers: Pilot Strength, Pilot Control Authority, and Pilot Control
25-515-SC	Autobraking System Loads
25-518-SC	Fuselage Post-Crash Fire Survivability
25-519-SC	Fuselage In-Flight Fire Safety and Flammability Resistance
25-544-SC	Composite Wing and Fuel Tank Structure Post-Crash Fire Survivability
25-546-SC	Electronic Flight Control System: Control Surface Awareness and Mode Annunciation
25-547-SC	Flight Envelope Protection: Normal Load Factor (g) Limiting
25-548-SC	Flight Envelope Protection: General Limiting Requirements
25-549-SC	Flight Envelope Protection: High-Speed Limiting
25-555-SC	Limit Engine Torque Loads
25-560-SC	Tire Failure – Tire Debris Impacts to Fuel Tanks
25-565-SC	Automatic Speed Protection for Design Dive Speed
25-566-SC	Isolation or Airplane Electronic System Security Protection From Unauthorized Internal Access
25-567-SC	Airplane Electronic System Security Protection From Unauthorized External Access
25-576-SC	Electronic Flight-Control System (EFCS): Pitch-and Roll-Limiting Functions
25-578-SC	Alternate Fuel Tank Structural Lightning Protection Requirements
25-583-SC	Operation Without Normal Electrical Power
25-584-SC	Electronic Flight Control System: Lateral-Directional and Longitudinal Stability and Low-Energy Awareness
25-591-SC	Installed Rechargeable Lithium Batteries and Battery Systems
25-597-SC	Flight-Envelope Protection, High Incidence Protection Function
25-657-SC	Non-Rechargeable Lithium Batteries
25-731-SC	Seats with Inflatable Lap Belt System (Note 6)

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED) (CONT'D)

3. Equivalent Safety Findings:

Certification
Basis (Cont'd)

ELOS Memo	Requirement	Title
TC4948NY-T-ES-19	25.856(b)	Penetrations in Fire Barrier of Cargo Compartment and WTBF
TC4948NY-T-ES-20	25.1441(c)	Oxygen Quantity Indication
TC4948NY-T-A-25	25.721 25.963(d) 25.994	Emergency Landing Conditions
TC4948NY-T-ES-18	25.1443(c)	Minimum Mass Flow of Supplemental Oxygen
TC4948NY-T-P-06	25.904 Part 25 Appendix I	Lack of On/Off Switch for ATTCS System
TC4948NY-T-CS-10	25.811(g) 25.812(b)(1)	Symbolic Exit Signs
TC4948NY-T-ES-16	25.856(b)	Burn Through Protection at Aft Pressure Bulkhead
TC4948NY-T-P-41	25.1145(a)	Engine Ignition Switches
TC4948NY-T-P-16	25.1193(e)(3)	Engine and APU Fire Protection
TC4948NY-T-P-20	25.933(a)(1)	Flight Critical Thrust Reverser
TC4948NY-T-ES-17	25.813(c)(1)(i)	Type III Exit Passageway Width
TC4948NY-T-P-15	25.1549 (a) to (c)	Digital Only Display of the Turbine Engine Required Parameters
TC4948NY-T-P-08	14CFR part 25 subpart E, F, and G, 25.1103(e)(1) 25.1105 25.1305	APU Certification Requirements

Certification
Basis (Cont'd)

ELOS Memo	Requirement	Title
TC4948NY-T-ES-17	25.831(g)	Finding FOR Ventilation System Failures - Cabin Temperature and Humidity
TC4948NY-T-S-13	25.1301 25.1309	ARAC Recommendation Revision
TC4948NY-T-S-3	25.671	Flight Control System Failure Criteria
TC4948NY-T-P-7	25.904 Part 25 Appendix I	Performance Credit for use of Automatic Power Reserve (APR) During Reduced Thrust Takeoffs(Automatic Takeoff Thrust Control System (ATTCS)
TC4948NY-T-F-28	25.161(c)(1)	Longitudinal Trim
TC4948NY-T-EE-9	25.1535 Part 25 Appendix K K25.2.2(d)	Extended Operations (ETOPS) Propulsion System Validation Test
AT09445NY-T-ES-21	25.841(a) 25.841(b)(6)	High Altitude Airport Operations

DATA PERTINENT TO ALL MODELS EXCEPT AS INDICATED) (CONT'D)Certification Basis
(Cont'd)

4. Exemptions from 14 CFR Part 25 are as follow:

Exemption No. 10944 dated February 2, 2015, High Altitude Decompression caused by a failure of one of the engines, 14 CFR 25.841(a)(2)(i) and (ii);

Exemption No. 10840 dated August 8, 2013, Emergency Exit Viewing Means, 14 CFR 25.809(a);

Time Limited Exemption No.16779 dated June 10, 2016, Fuel Tank Ignition Prevention, 14 CFR 25.981(a)(3) See Note 7;

Time Limited Exemption No.16779A dated July 15, 2019, Fuel Tank Ignition Prevention, 14 CFR 25.981(a)(3);

Exemption No. 16780 dated June 10, 2016, Throttle Quadrant Assembly, 14 CFR 25.901(c) See Note 4.

5. Optional Design Regulations:

a) Ditching §§ 25.801, 25.1411 and 25.1415

b) Ice Protection 25.1419

c) Automatic Takeoff Thrust Control System (ATTCS) 25.904 and Appendix I to Part 25

d) Extended Operations (ETOPS) approval 25.1535. See Note 1.

6. 14 CFR Part 26:

December 10, 2007 including Amendments 26-1 through 26-6.

7. 14 CFR Part 36:

Effective December 1, 1969, and including all amendments through Amendment 36-29.

8. 14 CFR Part 34:

Effective September 10, 1990, and including all amendments through Amendment 34-5A, in effect on the date of type certification.

9. A finding of regulatory adequacy pursuant to the "Noise Control Act of 1972" (49 USC Section 44715).

Placards

BD-500-1A10:

All placards must be installed in accordance with Bombardier drawings: C04471003 Rev. D, C04473003 Rev. C, C04475003 Rev. A, C04477003 Rev. D, and C05200003 Rev. A.

Drawings noted above are for basic type certification only. For "as-delivered" aircraft configurations, refer to RAL-BA500-XXXXX (XXXXX denotes aircraft serial number).

BD-500-1A11:

All placards must be installed in accordance with Bombardier drawings: C04471302 Rev. A, C04473302 Rev. B, C04475302 Rev. B, C04477302 Rev. B, and C05200008 Rev. A.

Drawings noted above are for basic type certification only. For "as-delivered" aircraft configurations, refer to RAL-BA503-XXXXX (XXXXX denotes aircraft serial number).

Application Date

Initial Date

February 25, 2010

Deferred Date

December 31, 2011

- NOTE 1 The type-design reliability and performance of the Models BD-500-1A10 and BD-500-1A11 have been evaluated under 14 CFR §25.1535 and found suitable for up to and including 180 minutes extended operations (ETOPS) when the configuration, maintenance, and procedures standards contained in Airbus Canada Document BD500-3AB48-11200-00, Issue 004 "ETOPS CONFIGURATION, MAINTENANCE AND PROCEDURES (CMP)" are met. This finding does not constitute operational approval to conduct ETOPS.
- NOTE 2 The A220-100 (previously known as the CS100) is a marketing designation of the CSALP aircraft model BD-500-1A10.
The A220-300 (previously known as the CS300) is a marketing designation of the CSALP aircraft model BD-500-1A11.
- NOTE 3 Other Operating Limitations:
- a) Removed.
 - b) Removed.
 - c) Removed.
- NOTE 4 The FAA has concluded that the occurrence of any uncontrollable high-thrust failure condition, or any of the associated causal failures listed within Bombardier Aerospace Document Aircraft Maintenance Publication (AMP) BD500-3AB48-10200-00 Section BD500-A-J05-51-00-01AAA-096A-A, may endanger the safe operation of an airplane. Consequently, the FAA recommends that operators be encouraged to report any such failures in accordance with Title 14, Code of Federal Regulations 121.703(c), 125.409(c), and 135.415(c).
- NOTE 5 Removed.
- NOTE 6 Applicable to CSALP aircraft model BD-500-1A10.
- NOTE 7 Since the grant of time-limited exemption (Exemption No. 16779) was issued, the FAA has found that the BD-500-1A10 and BD-500-1A11 fuel pump installation design complies with the requirements of 14 CFR 25.901(c) and 25.981(a)(3) without the incorporation of GFI. The conditions in Exemption No. 16779 relating to the incorporation of a GFI are no longer relevant and have been replaced by conditions in Exemption No. 16779A.
- NOTE 8 Airbus Canada Limited Partnership, Manufacturing Certificate No. 24-16, is authorized by Transport Canada to use the facility located at 320 Airbus Way, Mobile, Alabama, 36615, (USA) to manufacture and obtain Airworthiness Certificates for aircraft models in this Type Certificate Data Sheet.

- END -